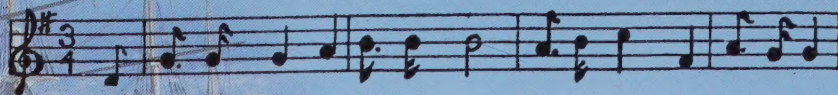




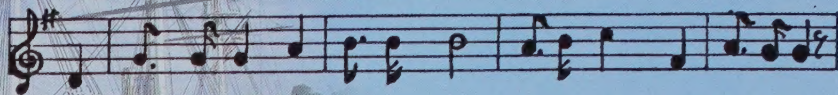
Scenic Maryland

ENTER COPE'S TOM THUMB 1830 BALTIMORE & OHIO R.R.

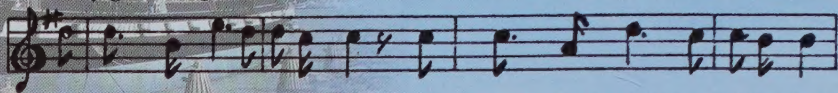
MARYLAND, MY MARYLAND



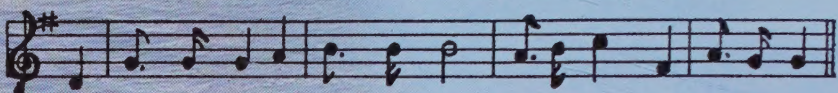
Thou wilt not cow-er in the dust, Maryland, my Maryland!



Thy gleaming sword shall nev-er rust, Maryland, my Maryland!



Remember Carroll's sacred trust, Remem-ber Howard's war like thrust,



And all thy slumb'ers with the just, Maryland, my Maryland!



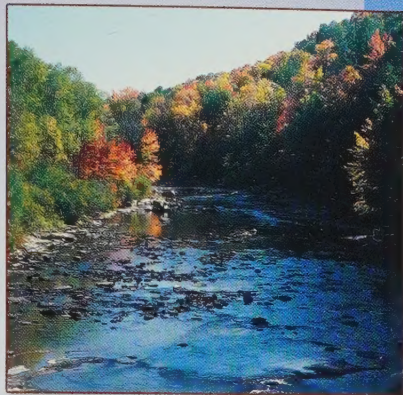
Cover, Inside Cover and Back Cover Photos:
Sid Traub, Middleton Evans.

A BRIEF GEOGRAPHY

Maryland is one of the smallest states, ranking 42nd in size among all the states in the U.S.A. Its north-south dimensions range from 125 miles to only 2 miles at Hancock. The distance from the Atlantic coast to its western boundary is about 240 miles. From its 31 miles of barrier-island coastline on the Atlantic Ocean to the mountain ridges and valleys of the west, Maryland is truly "America in miniature."

The seafood-rich Chesapeake Bay, an estuary of the Atlantic Ocean, is fed on both sides by numerous rivers and creeks, providing many excellent natural harbors, around which grew the early settlements that became today's cities and towns. The Coastal Plain, which includes Maryland's portion of the Del-Mar-Va Peninsula known as the Eastern Shore, most of southern Maryland and a narrow strip along the northwest shore of the Chesapeake, is one of the nation's leading farming and poultry-raising regions.

Lying just to the west of the Coastal Plain is the 50-mile-wide Piedmont Plateau. It covers the area from the fall line near Baltimore and Washington to the Blue Ridge Mountains in Frederick County. Most of the state's population resides in this region, which is also noted for its farms, orchards and thoroughbred horse breeding. Western Maryland is a region of heavily-forested mountains and valleys interspersed with orchards and farms. Roads leading west from Frederick climb and descend Catoctin Mountain, South Mountain, Sideling Hill, Big Savage Mountain, Meadow Mountain and several others that are part of the vast Appalachian range. The region is dotted with beautiful state parks and forests, some with cabins, boating, swimming and a golf course.



Western Maryland

Photo: Sid Traub



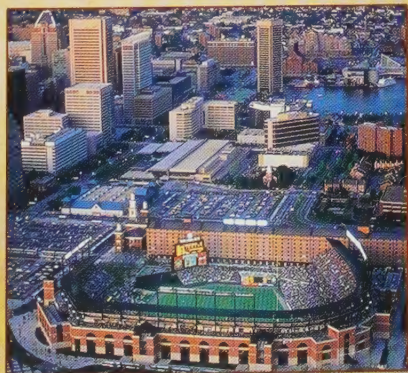
Great Blue Heron

Photo: Middleton Evans



State Flag

Photo: Sid Traub



Camden Yards

Photo: Middleton Evans

EARLY HISTORY

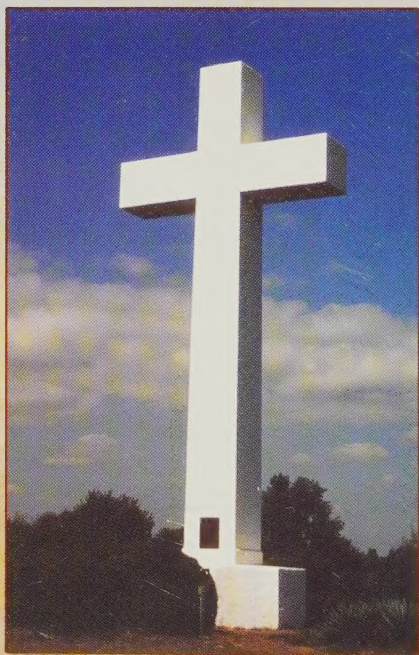
In March of 1634, Leonard Calvert and 140 other English settlers reached shore at St. Clement's Island and established Lord Baltimore's claim to the new colony. Calvert, who was to become the first colonial governor of Maryland, was from a family of devout Catholics subject to persecution in England. The settlers, some Protestant and some Catholic, set sail from England on two ships, the *Ark* and the *Dove*, with the dream of settling a new colony based on religious freedom. Upon landing, Father Andrew White conducted a ceremony, and the first Catholic Mass in the colonies was held. A forty-foot cross stands on St. Clement's Island marking the site where this commitment to the principle of religious toleration was made.

Calvert found an excellent harbor 15 miles up the St. Mary's River. He bargained with the Yaocomaco Indians, obtained a 30-mile strip of land and founded the capital of the colony, St. Mary's City, which remained the capital until 1694, when it was moved to Annapolis. As part of the tercentenary celebration in 1934, a replica of the original State House was built from the original plans.



St. Clement's Island

Photo: Courtesy of St. Clement's Island Museum



40-ft. cross, St. Clement's Island

Photo: Courtesy of St. Clement's Island Museum



St. Mary's City State House

Photo: Middleton Evans

SOUTHERN MARYLAND



Tobacco Barn

Photo: Michael Shisler



Amish Tobacco Farmer

Photo: Middleton Evans

When it comes to understanding the early history of the state, all roads lead to Southern Maryland. Visitors can explore the roots of American religious tolerance and early colonial history. At the same time, the setting of bay and rivers and charming countryside allows for recreational fun like boating and fishing and for culinary delights with farm-fresh produce and local seafood. Early settlers were attracted to the area because of rich farmlands and productive waters. Father Andrew White, who arrived on the *Ark*, noted, "the bay is the most delightful water I ever saw between two sweet lands."

The Amish area has quiet country roads perfect for cycling. Visitors can see tobacco farms being worked today as they were 200 years ago. Many historic Amish and Mennonite colonies have developed here since the mid-1800s. Since automobile ownership is forbidden for most Amish, horse-drawn buggies and horse-and-buggy road signs are everywhere.



Outdoor History Museum, St. Mary's City Photo: Middleton Evans

docked on the St. Mary's River. A restored tobacco farm, the Godiah Spray Tobacco Plantation, exhibits how tobacco was raised and prepared in colonial times.

Other highlights include a model of an Indian village with a longhouse, and a monument to Leonard Calvert at the spot where he signed the first treaty with the Yaocomaco Indians. The Margaret Brent Memorial is a monument dedicated to the first American woman to demand the right to vote.



Leonardtown

Photo: Dean Geiser, So. Md. Newspaper

Leonardtown, the county seat of St. Mary's County, was founded in 1708 and named for Leonard Calvert, the third Lord Baltimore, who led the first English settlers to Maryland.



Point Lookout

Photo: David Traub

Point Lookout, at the southernmost tip of Maryland, is located where the Potomac flows into the Chesapeake Bay. During the Civil War, a prisoner-of-war camp was established here by the Union. Two monuments stand to honor the 3,384 Confederate soldiers who died here, one erected by the State of Maryland and one by the federal government. Point Lookout State Park is the site of the 1828 Point Lookout Lighthouse, and has boating and fishing, campsites, a Civil War museum, and tours to Smith Island.

Calvert Cliffs State Park contains 1,600 acres of world-famous exposed cliffs formed over 15 million years ago. Bluffs up to 150 feet high follow the shore for 25 miles from Chesapeake Beach to Cove Point. The geological formations attract fossil hunters who search for ancient plant and animal remains exposed along the bluffs. With 13 miles of hiking trails, visitors like to explore the beach, hunt for shark teeth and sea creature fossils, and enjoy the spectacular view.

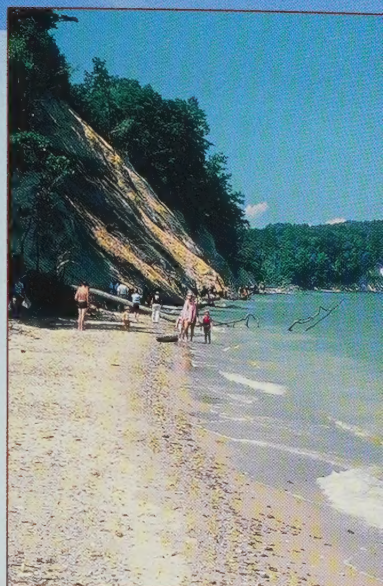
Calvert County is the smallest in the state. With Calvert Cliffs on the Chesapeake Bay side, Solomons is at the southern tip of the narrow peninsula. Originally called Bourne's, Solomons was re-named in 1867 because of Isaac Solomon's oyster-packing facilities located here. Solomons has a busy harbor that was famous for the "Bugeye" sailing crafts built here in the 19th century. The restored Drum Point Lighthouse has been at the Calvert Marine Museum since 1975. This museum focuses on maritime history of the Bay, with exhibits including fossils, naval warfare, and commercial fishing.

Sotterley Plantation is an accurate depiction of what many of the rural plantations in southern Maryland were like. The plantation, which is open to the public, has been preserved with its gatehouses, gardens, and original slave quarters. It is named for the Sotterly Landing, a port of entry in colonial times and a busy steamboat pier on the Patuxent River during the 19th century. There is speculation that this wharf was a stop on the secret Confederate mail line, and the dining room of the house contains a secret carved-out space for hiding Confederate papers.



Sotterley House

Photo: Courtesy of the Sotterley Plantation



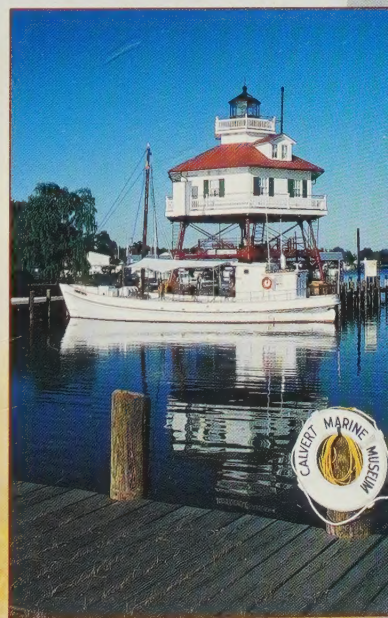
Calvert Cliffs State Park

Photo: David Traub



Solomons Island

Photo: Sid Traub



Drum Point Light

Photo: Michael Shisler

WESTERN MARYLAND



Western Maryland Scenic Railroad, Cumberland

Photo: Middleton Evans

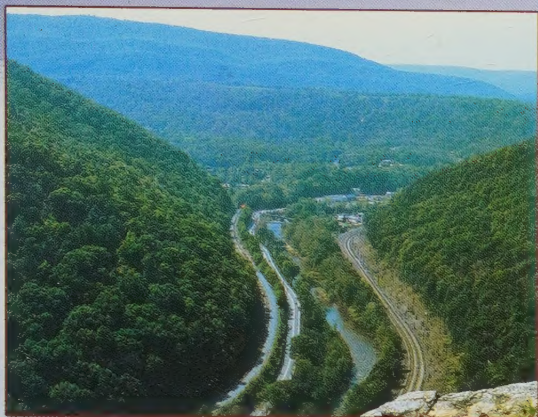
Cumberland lies in Maryland's mountainous panhandle. The state's westernmost city was established in 1785, and quickly grew as a major transportation center. The city was the site of Fort Cumberland, where George Washington served as commander during the French and Indian War. The B&O Railroad, the C&O Canal, and the National Road all converged in historic Cumberland.

Today, the Cumberland Station serves as a railroad museum and point of departure for trips on the Western Maryland Scenic Railroad. Thousands of visitors ride the steam engine trains into the countryside, from Cumberland to Frostburg.



Cumberland

Photo: Middleton Evans



The Cumberland Narrows

Photo: David Traub



Muddy Creek Falls

Photo: Brian Ames

The Narrows, a beautiful gorge over 1,000 feet high near Cumberland, is one of only three natural gateways through the Appalachians. The National Road, begun in 1811, the Baltimore & Ohio Railroad and the Western Maryland Railway were constructed through this defile in the mountains, taking advantage of the access it provided to the mid-west.

Oakland, the Garrett County seat, was established in 1849. The town flourished when the railroad made western Maryland's pleasant summer climate accessible to eastern residents. The Oakland Railroad Station, built in 1884 in the Queen Anne style, is a quaint and important landmark in the region. Nine miles northwest of Oakland, the Youghiogheny River (the "Yock") flows through Swallow Falls State Park to Muddy Creek Falls, a 54-foot waterfall surrounded by tall hemlocks. The view is spectacular. In fact, the whole area is perfect for fishing, hiking, horseback riding, camping, and enjoying the naturally rugged beauty of western Maryland.



Youghiogheny River

Photo: Middleton Evans



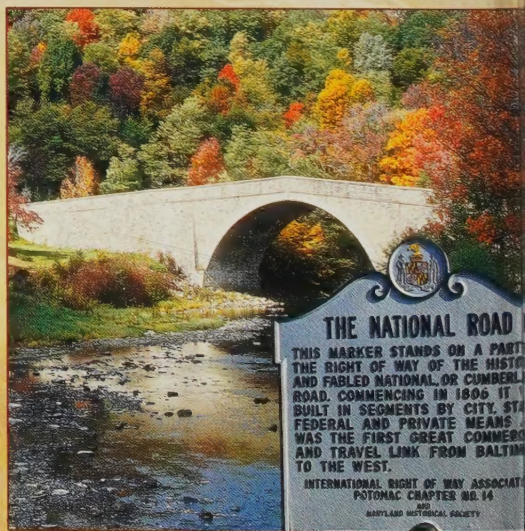
Deep Creek Lake

Photo: Middleton Evans

A hydroelectric power dam, completed in 1925 along the Youghiogheny River, formed the largest and deepest freshwater lake in Maryland. Deep Creek Lake is the site for many outdoor adventures and breath-taking scenery. Deep Creek Lake State Park offers water sports and six miles of snowmobile trails. The lake is 12 miles long, with a shoreline that runs for 65 miles. A popular summer resort, Deep Creek offers visitors cool mountain temperatures and water sports, boating and fishing. With an average winter snowfall of 80 inches, skiers are drawn to the outstanding downhill mountain runs and cross-country trails.

Constructed in 1813 as part of the National Road, which ran from Cumberland to Vandalia, IL, when completed, this graceful stone-arch bridge is listed on the National Register of Historic Sites. Long a part of Maryland's highway system, the bridge is now open to foot traffic only. The National or Cumberland Road was built in segments by city, state, federal and private means and provided the first easy access to the west for early settlers and commerce.

A boundary dispute between Maryland and Pennsylvania in the 1700s was settled by having two English astronomers, Charles Mason and Jeremiah Dixon perform a survey, which was completed in 1767. This boundary, as well as that between Maryland and Delaware, is popularly known as the Mason-Dixon Line. The surveyors marked the line with milestones, many of which are still in place.



Casselman River Bridge

Photo: Kim Street

Four miles west of Hancock, the new National Freeway, I-68, cuts through Sideling Hill, a formation of great natural beauty. The topography reveals geological secrets of the ridge and valley region, and the cut also illustrates the difficulty and obstacles of the road west. Some rock formations in the region date back more than 350 million years.

South Mountain and Catoclin Mountain are in the Blue Ridge Range, part of the Appalachians. Cunningham Falls, a beautiful 78-foot cascade in the Catoclin, is easily accessible from State Route 77. At South Mountain State Park, hikers and bikers can travel along 40 miles of the Appalachian Trail, and see the site of a Civil War battle of September 1862.

Jonathan Hager, a German immigrant, settled here in 1737, built this fine, stone house and later founded the city named for him. Hagerstown is a busy industrial center and is the home of the Washington County Museum of Fine Arts, an outstanding small-city museum, whose collection includes such artists as Rembrandt, Velasquez and Rodin.



Sideling Hill

Photo: David Traub



Cunningham Falls State Park

Photo: Middleton Evans



Hager House, 1739, Hagerstown

Photo: David Traub

THE CIVIL WAR IN MARYLAND

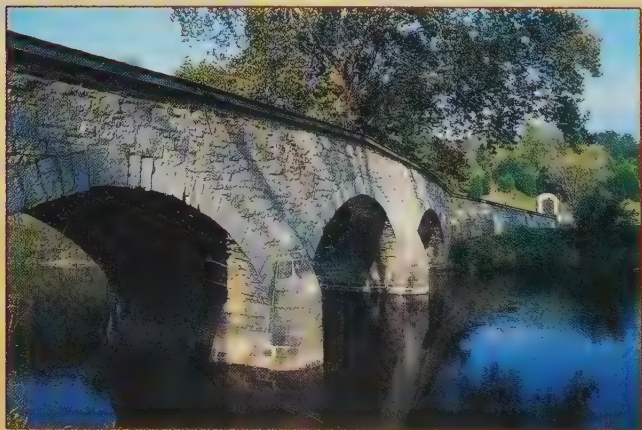


Antietam National Battlefield

Photo: Middleton Evans

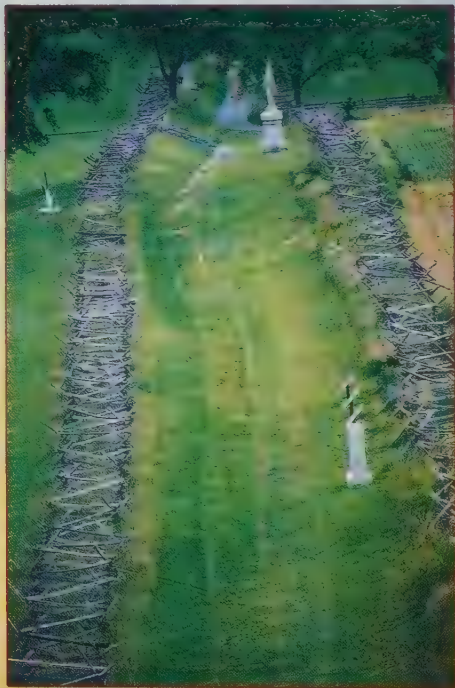
After the Confederate victory on August 30, 1862, in the second battle of Bull Run, General Robert E. Lee led his army of 60,000 men north into Maryland, occupying Frederick and Hagerstown. General George McClellan's Union army of 87,000 men moved up from Washington to oppose this threat to the nation's capital.

On September 17, the armies engaged in a day-long battle at Antietam Creek, near Sharpsburg, that resulted in the bloodiest single day of warfare in American history. The North lost 12,400 killed and wounded; the South 11,000 killed and wounded. Bitter fighting across a narrow, sunken dirt lane between two fields, caused 5,000 casualties in four hours and the road to become known as "Bloody Lane". Burnside Bridge was the site of repeated assaults by General Ambrose Burnside's Union corps, which were driven back by Georgia regiments defending it. Although the battle ended in a stalemate, Lee withdrew across the Potomac River into Virginia on the 18th.



Burnside Bridge, Antietam

Photo: Brian Ames



Bloody Lane, Antietam

Photo: Brian Ames



Antietam National Battlefield - re-enactment

Photo: Brian Ames

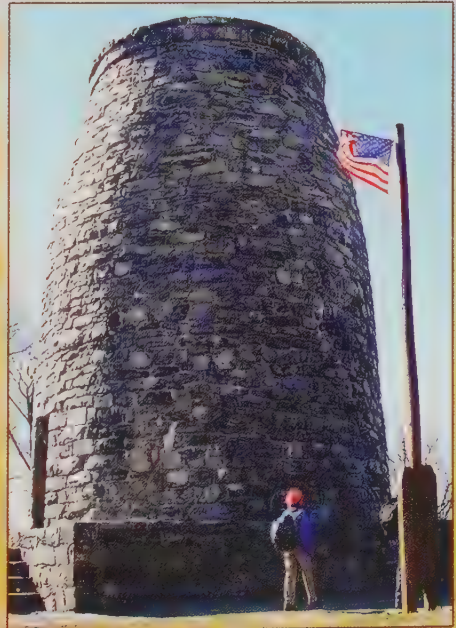
Two imposing monuments were erected on South Mountain about 5 miles apart. The Washington Monument, built in 1827 by the citizens of nearby Boonsboro, was the first to honor George Washington. It is now a National Historical Monument.

The War Correspondents Arch, located in Gathland State Park, was dedicated in 1896. George A. Townsend, a noted Civil War correspondent and author, had it erected to honor journalists, artists and photographers who served in the Civil War.



War Correspondents Arch

Photo: Brian Ames



Washington Monument

Photo: Tammy McCorkle

THE CHESAPEAKE & OHIO CANAL

Approved by Congress in 1828 after years of discussion, the canal was completed from Georgetown, D.C., to Cumberland in 1850. The original dream of building it to the Ohio River near Wheeling never materialized because of the construction of the Baltimore and Ohio Railroad a few years later along the same route. Running alongside the Potomac River, the canal was 184 miles long, 60 feet wide and 6 feet deep.

Costing over \$11,000,000, the canal provided service by mule-drawn barges until 1924, when much was destroyed by a flood.

Now a National Historical Park operated by the National Park Service, the entire towpath is restored and draws many hikers and bicyclists. Certain other sections have been restored and re-watered with barge rides, canoeing and other small craft.



C & O Canal

Illustration by Donald Demers



C & O Canal Winch House

Photo: David Traub

The upper picture by Donald Demers, reproduced courtesy of the National Park Service, is the artist's depiction of how the canal looked in operation, with its locks, towpath, an aqueduct and tunnel. These various features were located over a large area; they are compressed here to show everything in one painting.



Frederick Spires

Photo: Middleton Evans

Today's Frederick is a thriving, charming city steeped in Colonial and Civil War history. The Barbara Fritchie House, re-built in 1926 after flood damage, contains many original artifacts. When Confederate forces marched through Frederick in 1862, Barbara Fritchie waved her American flag from a window, exclaiming, "Shoot if you must this old grey head, but spare your country's flag."

When a soldier raised his rifle to shoot, Gen. "Stonewall" Jackson, the Confederate commander, ordered that no one should harm her. John Greenleaf Whittier's poem, *Barbara Fritchie*, lent further fame to Frederick in describing its appearance: "The clustered spires of Frederick stand, Green-wall'd by the hills of Maryland."



Barbara Fritchie House, Frederick

Photo: David Traub



Westminster

Photo: Middleton Evans

Westminster, the county seat of Carroll County in central Maryland, was founded in 1764 and was raided by Confederate forces in 1864. The town has a colorful Main Street full of restaurants and interesting shops. At the Carroll County Farm Museum, visitors can experience farm life of the 19th century.

COVERED BRIDGES

Numerous covered bridges were built in various parts of the country in the 19th century, but most were lost to floods, fires, vandalism and modern road construction. Those still surviving are truly national treasures. Three are located in northern Frederick County around Thurmont, just off U.S. 15. The smallest, Roddy Road, is a 40-foot, single-span bridge built in 1856. Loy's Station Covered Bridge, 90 feet long, was constructed in 1994, but some of the original 1848 beams and supports remain in place.

The Utica Mills Covered Bridge, built about 1850 spanning the Monocacy River, was washed away in 1889 during a storm. The remains were used to build this 101-foot, two-span structure across Fishing Creek, which is open to vehicular traffic.

Gilpin's Falls Covered Bridge in Cecil County is the longest in Maryland, with a span of 119 feet supported by bowstring arches. Built about 1860, it was restored in 1959 and closed to vehicular traffic. It is located just a few paces from State Route 272.

The Jericho Covered Bridge in Baltimore County, built circa 1864, spans the Little Gunpowder Falls. Located a few miles northeast of Kingsville, it is easily accessed from Jerusalem Road.



Roddy Road Covered Bridge

Photo: Middleton



Utica Road Covered Bridge

Photo: David



Gilpin's Falls Covered Bridge

Photo: David



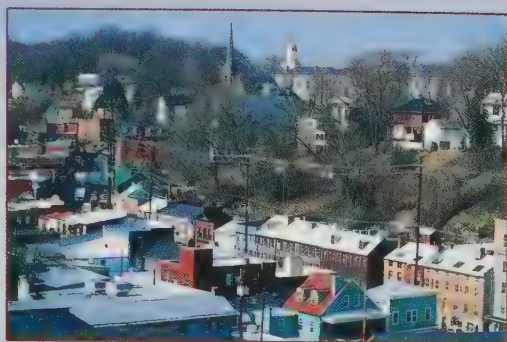
Jericho Covered Bridge

Photo: Bob



Tom Thumb(replica)

Photo: Sid Traub



Ellicott City

Photo: Middleton Evans



Columbia

Photo: Middleton Evans

Ellicott City, originally Ellicott's Mills, located on the Patapsco River, is a well-preserved example of a 19th-century mill town. Numerous original stone buildings still stand, including many that were homes for mill workers. On May 24, 1830, the Baltimore and Ohio Railroad opened the first steam-operated railroad in the United States between Baltimore and Ellicott's Mills. The 13-mile track linked the nation's largest flour-milling center with Baltimore. The first successful steam locomotive, Peter Cooper's *Tom Thumb*, pulled trains on this line. Today, visitors and antique lovers enjoy strolling the streets, exploring its history and visiting the B&O Railroad Station Museum located in the original stone depot, built in 1831, now a National Historic Landmark.

Also located in Howard County is the new city of Columbia. The vision of James Rouse and his Rouse Company began in the 1960's with his acquisition of numerous tracts of farmland and orchards, from which arose the ten villages that comprise today's city of 88,000 people. A planned community of diversity and open spaces for families, Columbia represents a strong departure from the typical urban sprawl of most suburban development and is the role model for many planned communities that have since been created. Located midway between Baltimore and Washington, the city is much more than a bedroom community, having attracted many businesses, industrial plants and offices. With its many festivals, shows, concerts and community-focused events, Columbia has fulfilled Rouse's vision of a "garden for the growing of people."



Chesapeake Bay Bridge

Photo: Middleton Evans

The Chesapeake Bay Bridge, officially named the William Preston Lane, Jr. Memorial Bridge, popularly known as the Bay Bridge, links the Eastern Shore with the rest of the state. One of the greatest construction projects in Maryland history, the twin spans soar over the bay from Sandy Point near Annapolis to Kent Island. Before the 1952 opening of the original two-lane bridge, which is now the eastbound span, driving to the Eastern Shore required taking a ferry or making a long trek around the upper end of the bay. The bridge attracted so much traffic that the parallel three-lane span for westbound traffic was constructed just north of the original, opening in 1973.

The overall length of the Bay Bridge project was 7.7 miles, with the over-water distance measuring 4.3 miles. The length of the suspension spans is 2,922 feet, and their height over the ship channel is 200 feet. The two bridges were built with big curves in their western sections in order to position the suspension spans perpendicular to the ship channel. Many large ocean-going ships transit the bay enroute to the port of Baltimore.



Kent Narrows

Photo: Sid Traub



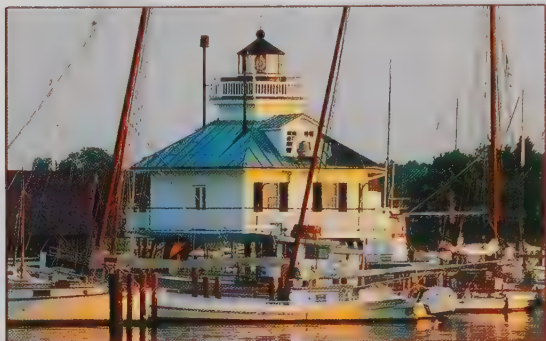
Chesapeake Bay Bridge

Photo: David Harp

The eastbound Bay Bridge is closed to traffic on a Sunday each spring for the Bay Bridge Walk. Thousands of people turn out for such a rare opportunity to enjoy the wonderful view that is so fleeting from a moving vehicle. On this particular Sunday, traffic goes both directions on the normally westbound span.

Eastbound Bay Bridge traffic exits onto Kent Island, the largest of the Chesapeake Bay islands. A trading post was established here in 1631, the first English settlement in what later became Maryland. Numerous tribes of the Algonkian Nation inhabited the area, but most left during the early years of European settlement. Today, the shoreline is dotted with marinas and seafood processing plants. Stevensville and Chester are the principal towns.

Lighthouses of the Chesapeake



Hooper Strait Light

Photo: Middleton Evans

With so many rivers and creeks emptying into the bay, the requirements for lighthouses to warn passing ships of treacherous shoals and narrow harbor entrances were great. Maryland's first lighthouse began functioning in 1822, and more than fifty different sites around the Chesapeake and its tributaries had lighthouses when the last one was built in 1921. Of these about two dozen remain, sixteen of them active. Some were lost to erosion and others burned down, some of them torched by Confederate raiders during the Civil War.

In 1900, there were 45 screwpile lighthouses on the Chesapeake Bay, but only four remain. These lighthouses were built over the water on pilings. Thomas Point Shoal Lighthouse, near Annapolis, is the last screwpile structure still standing on its original site. With its red roof and white sides, it is the most photographed of all the bay lighthouses. Seven Foot Knoll Lighthouse, the first screwpile type in Maryland, was completed in 1856 and moved to Baltimore's Inner Harbor in 1988.

The 1883 Drum Point Lighthouse, a screw-pile type, was abandoned by the Coast Guard in 1962. Badly deteriorated, it was acquired by the Calvert Marine Museum and moved by crane in 1975 to the museum property in Solomons, where it was wonderfully restored and is open to visitors. The Hooper Strait Lighthouse, built in 1879, was also moved from its original location after being declared surplus in 1966. Too large to be moved in one piece, it was cut in half horizontally just under the roof line, loaded onto a barge and towed to the Chesapeake Bay Maritime Museum in St. Michaels, where it was reassembled on a new foundation and became one of the museum's many interesting exhibits. The 1827 Concord Point Lighthouse in Havre de Grace was turned over to the town and is maintained by the Friends of Concord Point Lighthouse, Inc., a non-profit organization.



Thomas Point Light

Photo: Frank Hopkins

THE EASTERN SHORE



The log canoe Island Blossom

The Eastern Shore is separated from the rest of the state by the Chesapeake Bay. The seafood industry is the mainstay of the economy. Watermen harvest crabs, oysters, fish and clams as they have for generations. As H.L. Mencken said, "Baltimore lay near the immense protein factory of Chesapeake Bay, and out of the bay it ate divinely."

The Chesapeake Bay was always an important source of income for Marylanders, but the oyster and crab industries grew enormously in the 19th century. New technology allowed for shipping of seafood across the country. The great sailing fleets of the past, the skipjacks that dredge the bay for oysters, are mostly gone, as are the oysters. Diseases have decimated the bay's oyster population over the past few decades, resulting in yields of less than 1% of the peak harvest of over 5,000,000 bushels.

Images of Maryland, especially the Eastern Shore, are dominated by rivers, shellfish, and boats. Boat building was one of Maryland's original industries. Many boats were designed and built especially for the Chesapeake, including skipjacks, bugeyes, sloops and log canoes. Log canoes, for a time the backbone of the bay fishing fleet, are no longer used for work. Many of those remaining have been restored with added sails for racing. The *Island Blossom* (above) was built in 1892.



Bushel of Crabs

Photo: Sid Traub



Skipjack at Sunset

Photo: Pat Vojtech



Skipjack

Photo: Pat Vojtech



Ocean City Boardwalk

Photo: Middleton Evans



Ocean City, Atlantic Ocean

Photo: Middleton Evans

When Marylanders talk about going "downy ocean", they are referring to Ocean City, Maryland's most popular summer resort. With the coming of the railroad in the early 1880s, this coastal town began to flourish. Located in Worcester County, Ocean City occupies one of the barrier islands and has 12 miles of beautiful, wide sandy beaches. Vacationers stroll along the boardwalk, sampling taffy and fudge, and shopping for souvenirs.

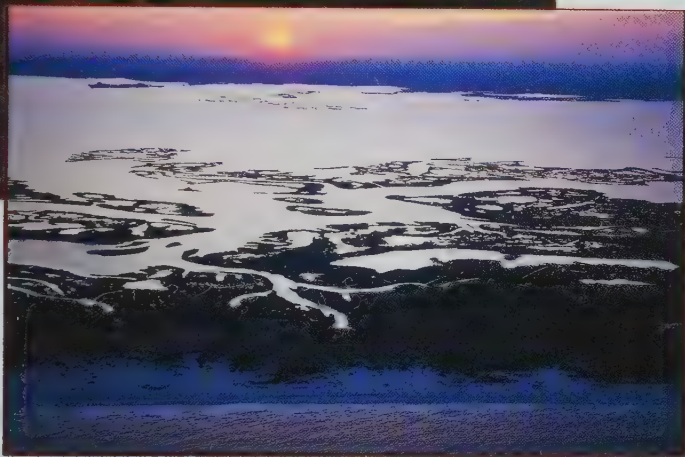
Lower Ocean City has buildings dating back to the early 1900s. The Coast Guard Station is one of the country's oldest, at its site since 1790. The Ocean City Life-Saving Station Museum, at the south end of the boardwalk, preserves the history of U.S. life-saving services as well as artifacts and shipwrecks. It was built in 1891.

Ocean City sponsors several activities throughout the year. These include a Bavarian festival every October, and the trimming of a giant Christmas tree on the beach every December. Maryland's ocean beaches are made up of sand carried down from the Appalachian highlands. The sand texture is fine and delightful, and has only added to Ocean City's continuing reputation as a major Atlantic Coast resort.



Assateague Wild Ponies

Photo: Middleton Evans



Assateague Island

Photo: Middleton Evans

At Assateague Island National Seashore, the wild ponies are the only permanent residents. With no people living on the island and no paved roads, the population of small wild ponies is thriving. Assateague is a 37-mile long barrier island stretching along the Atlantic Coast of Maryland and Virginia. It is famous for its wild horses, beautiful beaches, and abundant varieties of birds. It is an important wildlife refuge, where one might see the Delmarva fox squirrel, the Baltimore oriole, egrets, mallards and other duck varieties, and even bald eagles. With over 300 species of birds, the island is also a refuge for nesting shorebirds. Visitors to the Assateague Island State Park can go camping, ocean swimming, bayside canoeing, crabbing and clamming, surf fishing, and use off-road vehicles.

Assateague was named by the American Indians, most likely the Algonquin, who hunted wild game on its shores. According to legend, the wild ponies are descendants of survivors of a 16th-century Spanish shipwreck. The free-roaming ponies eat marsh grass and drink from freshwater ponds. These are the horses featured in Marguerite Henry's famous children's classic, *Misty of Chincoteague*.



Rock Hall

Photo: David Traub

Rock Hall is a beautiful waterfront town on the Eastern Shore with many harbors, fifteen marinas, and much recreational fun. Established in 1707, this bay-front community has been shaped by steamboats, watermen, and maritime trade. The town's main street is part of the first road cut in Kent County in 1675. At the Rock Hall Museum, visitors learn about the colonial, maritime, and Native American history of the area. The trolley makes an hourly circuit between Rock Hall and the charming town of Chestertown.



Chestertown

Photo: Sid Traub

Chestertown was situated on the most-traveled route between the northern and southern colonies and was one of the main colonial ports for trade with the West Indies and England. Ships sailed up the Chesapeake from Virginia into the Chester River to Chestertown, where travelers would cross over by land to the Delaware River and continue north by ship. George Washington made at least 8 visits here between 1756 and

1793. Washington College, founded here in 1706, was named in his honor in 1782 and awarded him an honorary Doctor of Laws degree in 1789. Numerous 18th-century homes and buildings are well-preserved in the town.

Salisbury, located at the head of the Wicomico River, is the largest town on the Eastern Shore. It is the second most active seaport in the state, after Baltimore, and has the second-largest airport in Maryland. Salisbury is the business center for Maryland's impressive poultry industry. The leading producer of broilers (chickens between 5 and 12 weeks old), Salisbury sits in the very heart of the poultry region.

Although major fires in 1860 and 1886 destroyed many of the town's older buildings, the historic Newtown District gives a glimpse into Salisbury's past. Other attractions include the Ward Museum of Wildfowl Art, which explores the history of decoy carving, Riverwalk Park, and Salisbury Pewter. The Salisbury Zoo is known as one of the very best small zoos in the nation. For outdoor recreation, Salisbury boasts miles of trails for hiking and biking, and lovely waterways for canoeing and kayaking.

The Delmarva *Shorebirds*, a farm team of the Baltimore *Orioles*, are members of the Class A, South Atlantic League. They play their home games at Salisbury's Arthur W. Perdue Stadium, a fine, modern ballpark opened in 1996, named for the father of Frank Perdue of Perdue Chickens, often referred to as TV's "Chicken Pitchman."



Riverwalk, Salisbury

Photo: Middleton Evans



Canada Geese, Blackwater Wildlife National Refuge

Photo: David Harp



Male Mallard Duck (top), Female Mallard Duck (bottom left) Wood Duck (center)

Photo: Middleton Evans

Blackwater National Wildlife Refuge, located 12 miles to the south of Cambridge in Dorchester County, was established in 1933 as a refuge for migratory birds and ducks.

Blackwater has been referred to as "nature on the throne of her glory." This spectacular wetland habitat encompasses over 25,000 acres. It has become a haven for waterfowl and a sanctuary for threatened predatory birds. Over 250 species of birds can be seen here throughout the year, and most are migratory.



Great Blue Heron

Photo: Bob Rinker

The still water and marshes of the tidal wetland make Blackwater a haven for the American bald eagle and the peregrine falcon. Blackwater Refuge has one of the largest populations of nesting bald eagles on the Atlantic coast. Thousands of Canadian geese spend their winters here, and it is one of the last retreats of the very rare Delmarva fox squirrel. A marshy island is the perfect spot for a safe nest. The Live Osprey Cam at Blackwater captures spectacular images of these beautiful birds, usually seen in the Chesapeake Bay area from spring through fall. Osprey nests are often seen on the tops of channel markers throughout the bay, and these nests are scrupulously defended until the young birds can fly away. Blackwater visitors like to hike the many trails, bike, fish and crab, watch birds, and simply take time to reflect in this magical setting.



Osprey Nest

Photo: Middleton Evans

Cambridge, county seat of Dorchester County, is situated on the broad Choptank River. Formerly an important canning and seafood center with a fleet of skipjacks, Cambridge today is a great place for visitors who enjoy sailing, boating, fishing and sight-seeing. A major resort opened in 2002, with its own marina and golf course.

Easton, county seat of Talbot County, is one of Maryland's oldest towns and retains its colonial atmosphere and charm. Among the first settlers in the 17th century were Quakers, whose Third Haven Meeting House, built 1682-4, is well-preserved. Rated eighth in The 100 Best Small Towns in America, Easton has a fascinating array of antique shops, art galleries and specialty stores, with an interesting combination of colonial, federal and Victorian architecture. The old Avalon Theatre has been beautifully restored.

Talbot County has more shoreline than any other county in the continental United States, and its residents take pride in their heritage. Every November, the Waterfowl Festival is held in Easton. The festival celebrates the arts, wildlife conservation, and life on the Eastern Shore.



Choptank River, Cambridge

Photo: David Traub



Washington Street, Easton

Photo: Sid Traub



Waterfowl Festival, Easton

Photo: Middleton Evans



St. Michaels

Photo: Sid Traub

Located on the Miles River, St. Michaels is a quaint, historic town, where shipbuilding has been a hereditary pursuit since 1670. Its extensive, natural harbor attracts visitors from all over the world. Many of the shops on Talbot Street are historic houses that have been converted into stores. During the War of 1812, St. Michaels was nearly attacked by

British forces. The town staged a blackout and hung lanterns from the tops of trees and masts. The British overshot the town, and by sunrise were driven back to their boats.

The Chesapeake Bay Maritime Museum, located on Navy Point, opened in 1965 with the basic purpose of preserving the maritime history of the Chesapeake Bay. Its outstanding exhibits, many of them interactive, include the Hooper Strait Lighthouse and the Point Lookout Bell Tower, which were moved from their original locations after long years of service on the bay, and re-erected here. Other exhibits featuring crabbing and oystering, boat design and building and the arts and sports associated with the bay's enormous migratory waterfowl populations. Among the numerous boats on display is the bugeye, *Edna E. Lockwood*, the last surviving vessel of its type, built in 1889 and used as a workboat until 1966.



Chesapeake Bay Maritime Museum

Photo: Middleton Evans

Tilghman, on Tilghman Island, is one of Maryland's main seafood centers. About 3 miles long, the island is separated from the Eastern Shore mainland by Knapp's Narrows, spanned by a rolling-lift drawbridge. Knapp's Narrows is a busy waterway, providing a short cut for watermen and pleasure boats between Chesapeake Bay and Harris and Broad Creeks. Some of the few remaining skipjacks are often moored here. Tilghman is noted for its seafood, boating and hospitality in a true Eastern Shore setting.



Knapp's Narrows, Tilghman Island

Photo: Sid Traub

Discovered by Captain John Smith in 1608 and first settled in 1657, Smith Island is the southernmost of a group of Maryland islands in the Chesapeake Bay that separate Tangier Sound from the bay. With the closest mainland town, Crisfield, a 12-mile boat ride away, citizens of Smith Island's three villages, Ewell, Tylerton and Rhodes Point, have retained speech patterns and accents reminiscent of colonial times.



Smith Island

Photo: Middleton Evans

Known as the seafood capital of the world, Crisfield holds two seafood festivals every summer. The Crisfield Historical Museum has interesting exhibits pertaining to the history of the lower shore, the Chesapeake Bay, native Americans, decoy carving and equipment used for seafood harvesting and processing.



Crisfield Water Tank

Photo: Middleton Evans



Chesapeake Blue Crab

Photo: Bob Rinker



Oxford, Tred Avon River

Photo: Sid Traub

Oxford, one of Maryland's oldest towns dating back to 1673, was a booming port during the colonial period, second only to Annapolis in the number of ships calling. Although the port business shifted to Baltimore as it grew into Maryland's largest city and port, Oxford has remained an important center for boat building and a harbor for pleasure boats and fishing fleets that harvest the bay's seafood.

This quaint, charming town of approximately 700 residents on the Tred Avon River has many elegant, historic homes and is ideal for walking tours. The Oxford Museum has exhibits on Chesapeake Bay maritime history. The Oxford-Bellevue Ferry, docked at the farthest pier, was established in 1683 and is the oldest continuously operated ferry route in the U.S. carrying cars, bikes, motorcycles and passengers. Its 20-minute round trip is a pleasant ride. Taken one-way only, it provides the shortest route to St. Michaels and Tilghman Island.

THE UPPER BAY

Two counties, Cecil, arching over the head of the Chesapeake Bay, and Harford, on the western shore, comprise the upper bay country. Its rich farmland is dotted with some of America's top-notch thoroughbred horse farms. Windfield Farms near Chesapeake City and Sagamore in northern Baltimore County were for many years among the nation's foremost breeding centers. Bonita, Murmur, Country Life, Woodstock, the Northview Stallion Station and other farms maintain Maryland's pre-eminent place in thoroughbred horse breeding.

Elk Neck State Park is located on the southern end of the peninsula formed by the Elk and North East Rivers. It is a fine recreational area with beaches, boating, camping and cabins. Access is through the town of North East, home of the Upper Bay Museum and charming decoy and antique shops. The Turkey Point Lighthouse at the southern tip of the peninsula guides ships on their way to the C & D Canal. Elk Neck State Forest occupies much of the northern area of the peninsula.



Elk Neck State Park

Photo: Middleton Evans



Turkey Point Lighthouse

Photo: Bob & Deanna Rinker

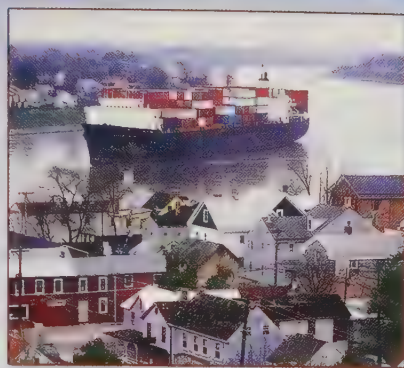


Conowingo Dam

Photo: Bob & Deanna Rinker

Conowingo Dam, near the mouth of the Susquehanna River, is a hydro-electric power dam built to harness the tremendous energy created by the mighty river's flow. U.S. Route 1 runs on top of the dam, giving a wonderful view of the river and islands below. A prime spot for fishing and bird watching, boat rentals are available on the large lake behind the dam. When large amounts of water are released through the dam, many fish are stunned by its force and float to the surface.

Baltimore's advantage of being the closest to the mid-west of any major eastern port was offset by its being located 200 miles up the Chesapeake Bay from the Atlantic Ocean. Connecting the Elk River at the head of the bay with the Delaware River, the Chesapeake and Delaware Canal opened on July 4, 1829, providing a short cut from Baltimore to other North Atlantic ports and Europe. Approximately 14 miles long, the canal has been widened, deepened and straightened many times to accommodate the busy traffic and ever-larger ocean-going vessels. As part of the Intracoastal Waterway, it is the busiest canal in the United States and the third busiest in the world. A container ship is shown passing Chesapeake City, home of the C & D Canal Museum.



C & D Canal

Photo: Middleton Evans

The town of Elkton is at the northern end of the Elk River, close to the Maryland state line. The county seat of Cecil County, Elkton was the place to go for a quick wedding. Until 1938, there was no waiting period for marriage licenses in Maryland. As a result, eloping couples from northern states flocked to Elkton, the closest place to get a license. Many couples are still married in the Old Wedding Chapel on Elkton's Main Street.



Cecil County Courthouse, Elkton

Photo: Sid Traub

Havre de Grace, a picturesque town situated at the point where the Susquehanna flows into Chesapeake Bay, was a busy port in its earlier days. During the War of 1812, a British fleet destroyed much of the town. The Concord Point Lighthouse, built in 1827, was manned for many years by John O'Neill, who heroically tried to defend the town during the 1813 attack. His descendants manned the lighthouse until it was automated in 1920.



Havre de Grace

Photo: Sid Traub



Concord Point Lighthouse

Photo: Sid Traub

Today, with its many marinas and waterfront restaurants, Havre de Grace is a mecca for pleasure boaters and fishermen. At the Havre de Grace Decoy Museum, visitors can admire the skillful carving and painting of decoys. Hunters rely on such decoys to attract waterfowl, and the museum exhibits this unique craft.



THE WAR OF 1812 IN MARYLAND

Of the fifteen states then in the nation, Maryland suffered the most from British military actions during the War of 1812. President Madison sent most of the regular troops north on ill-fated invasions of Canada, leaving the rest of the country to be defended by local militias. In the spring and summer of 1813, a British fleet sailed up the Chesapeake Bay and into the Potomac and Patuxent Rivers. Landing parties raided towns and farms in St. Mary's County and committed all kinds of depredations: plundering, robbing, burning homes and various other atrocities.

The British then sailed up the bay, burning much of Havre de Grace on May 3, 1813. They took possession of Kent Island on August 6. Landings near St. Michaels during the nights of August 10 and 26 were repulsed by the local defenders. Citizens hung lanterns in treetops, fooling the British into aiming their ships' cannons too high and overshooting the town.

The British fleet resumed its depredations in 1814 along the Patuxent River. A hastily-constructed U. S. Navy flotilla outfitted at Baltimore sailed down the bay to engage the British, but was badly outgunned by larger ships. Commodore Joshua Barney withdrew his vessels into shallow St. Leonard's Creek in Calvert County and inflicted heavy losses on the small British vessels that chased after him, June 8-10, 1814. The British then captured Benedict in Charles County and Leonardtown, county seat of St. Mary's County.

With the end of the Napoleonic Wars in Europe, a British army under command of Major-General Robert Ross, selected by the Duke of Wellington, was brought over in August 1814, adding a powerful land force to the navy. They landed near Benedict on August 21 and headed toward Washington by way of Upper Marlboro and Bladensburg, where a battle was fought on the 24th. Commodore Barney's naval personnel fought bravely, but the militia soon fled, leaving the nation's capital undefended. The British marched in on the 25th and burned the Capitol, White House, Treasury, Navy Yard and other government buildings. They then went back to their ships and sailed for their prime objective, Baltimore.

The British had a special hatred of Baltimore, calling it a "nest of privateers," referring to the swift vessels built in Baltimore shipyards that preyed on British shipping. The 7,000-man-army landed at North Point on September 12, while the fleet sailed up the Patapsco River to bombard the city. An American force of 3,000 engaged



Fort McHenry

Photo: Sid Traub

the British in a 1 1/2 hour skirmish, during which General Ross was killed by two local heroes, Daniel Wells and Henry McComas. The British then came upon Baltimore's main defenses; two long lines of breastworks had been dug on Hampstead Hill (now in Patterson Park) with batteries of cannon at intervals and more batteries behind. When the British fleet was unable to get close enough to shell these defenses, since many small boats had been sunk to block the harbor, the new commander ordered the army to withdraw to their ships.

The British fleet of 16 ships took positions about 2 1/2 miles off Fort McHenry, out of range of the fort's cannon, and began heavy shelling of the fort about 2 AM on September 13. The garrison endured an incessant bombardment for 25 hours without reply, except when the enemy ventured nearer. Then the fort's silence was broken by heavy artillery fire, driving them back. About 400 shells landed within the fort, but only 4 men were killed and 24 wounded. During the early morning darkness of the 14th, an attempt was made to attack the fort from the rear, but the flotilla of small boats and barges was driven off after two hours of firing from batteries in the fort and the city.

Francis Scott Key, a Maryland lawyer, had sailed down the Chesapeake to try to arrange for the release of a Maryland doctor being held prisoner on a British ship. The British agreed, but held them on the ship as they approached Baltimore and began the attack. Key saw the American flag waving defiantly all day, but feared that the garrison might have surrendered when the bombardment finally ended in the darkness. When dawn broke and the haze cleared, Key could see the flag still flying and wrote the words for a poem that was set to music. *The Star-Spangled Banner* immediately became a popular song and was declared the national anthem by Congress in 1931. Key is buried in Frederick, where his grave is surmounted by an impressive memorial. His original manuscript is on display at the Maryland Historical Society in Baltimore.



Fort McHenry

Photo: Sid Traub



Francis Scott Key viewing bombardment from a British ship

painting in the Star Spangled Banner Flag House

After their unsuccessful attack on Baltimore, the British sailed back down the Chesapeake and resumed their marauding along the Patuxent River on September 18. In early October, they took possession of Tilghman Island with a large force, then sailed via Jamaica to New Orleans, where the final battle of the war took place.

BALTIMORE

The largest city in Maryland, Baltimore, was named for the first Lord Baltimore, who was granted a charter by King Charles I of England in 1632 to establish a colony in the New World. The first settlement on the site was made in 1662, and the town was laid out in 1730 and incorporated as a city in 1797. The city grew rapidly because of the large amount of foreign commerce moving through its port. It became an important shipbuilding center, where 248 naval vessels were built during the Revolutionary War for America's new navy. By 1810, Baltimore was the third largest city in the United States.

Many interesting, well-preserved buildings and houses remain from Baltimore's early history in the Fell's Point, Little Italy and South Baltimore neighborhoods. At Fort McHenry National Monument, not far from Baltimore's Inner Harbor, visitors can explore the commander's quarters, powder magazine and other buildings in the star fort and see a collection of early American weapons. The giant, 30 x 42 foot, 15-star, 15-stripe flag which flew over Fort McHenry was sewn by Mary Young Pickersgill and several friends in her home at 844 East Pratt Street. Built in 1793, now a National Historic Landmark known as the Star-Spangled Banner Flag House, Mrs. Pickersgill's former home is part of an interesting museum of the War of 1812, with furniture of the period and numerous artifacts. The flag is in the Smithsonian in Washington, D.C.

For many years, Baltimore's most popular nickname was "The Monumental City," reflecting the proliferation of monuments and statuary erected during the 19th century. The Battle Monument at Calvert and Fayette Streets, built in 1815 to honor the heroes of the War of 1812, was the first war memorial in the United States.

The city's most outstanding monument is the column topped by the statue of George Washington. After a competition won by Robert Mills, who later designed the monument in Washington, D.C., the cornerstone was laid on July 4, 1815. Funds were raised by a series of lotteries; the cost of \$190,000 far exceeded original estimates, and the monument was completed in 1829. Made of Baltimore County marble, 178 feet high with 228 steps spiralling inside, the top rewards climbers with a great view of the city. The monument stands in Mount Vernon Place, which became the city's most fashionable district by the 1850s and is today a National Historic Landmark with beautiful squares, statuary, elegant townhouses and the flavor of old Baltimore.



Star-Spangled Banner Flag House

Photo: Sid Traub



Washington Monument

Photo: Middleton Evans



Inner Harbor

Photo: Sid Traub

Today's Baltimore is still one of the country's largest ports and the city is home to many fine museums, universities, sports facilities, restaurants, and performance centers. But its residents tend to agree that Baltimore, also known as "Charm City", has a uniquely warm and inviting atmosphere. The city's diverse ethnic neighborhoods and charming architecture all contribute to the welcoming mood. Brick row houses with marble steps and neighbors out front are a true Baltimore trademark.

The Inner Harbor is at the heart of present day Baltimore, drawing throngs of tourists and locals. Its many attractions include historic ships, Harborplace, the National Aquarium, Maryland Science Center, the Power Plant, boat tours, water taxis, paddleboats and street entertainers. Opened in 1980, Harborplace with its pavillions along the waterfront housing specialty shops, restaurants and eateries has played a vital role in revitalizing downtown Baltimore.

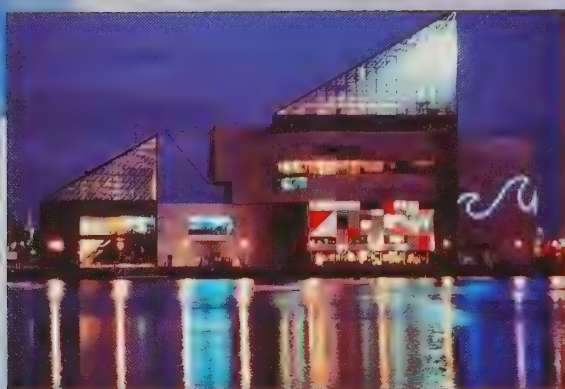
The U.S.S. *Constellation*, a sloop-of-war launched in 1854, has been beautifully restored to her Civil War configuration. Moored at Pier I, she is open to visitors and hosts many special events. Three other historic ships moored nearby are the Coast



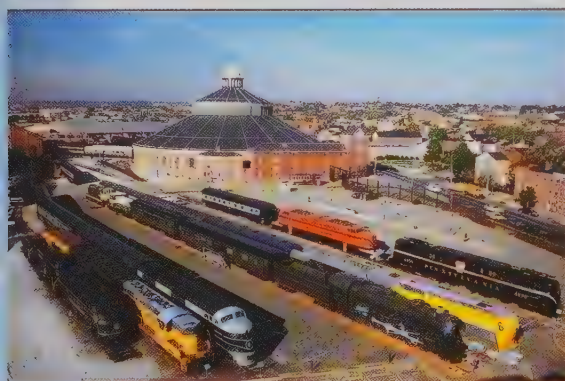
Harborplace & U.S.S. Constellation

Photo: Sid Traub

Guard cutter *Taney*, the only ship still afloat to have survived the Pearl Harbor bombardment; the submarine U.S.S. *Torsk*, which made 11,884 dives during its service, the most of any U.S. sub; and the lightship *Chesapeake*, all components of the National Historic Seaport of Baltimore.



National Aquarium in Baltimore Photo: Ron Hansfield



B&O Railroad Museum Photo: Sid Traub

The National Aquarium in Baltimore, located on Piers 3 and 4, connected by an over-water walkway, includes over 5,000 marine and freshwater animals, the largest exhibit of rays in the U.S., a tropical rain forest, an Atlantic Coral reef, a 220,000 gallon open ocean tank with sharks and large game fish and a 1.2 million gallon pool with an amphitheatre for viewing Atlantic bottle-nose dolphins. An outstanding recreational facility, the aquarium is also a center for marine research and education and the treatment of sick marine life.

The B & O Railroad Museum has a fabulous collection of locomotives and railcars from the railroad's beginning through its modern era. Visitors can climb aboard many of them, and short train rides are operated. The restored roundhouse is attached to the country's oldest railroad passenger station, Mount Clare, opened in 1829.

Fells Point, the original port of Baltimore, is now a registered National Historic District. This charming maritime neighborhood has 18th and 19th-century row houses and a definite nautical atmosphere. The shipyards here produced Baltimore's famous clipper ships. Beyond its colonial history, however, Fells Point is very much a neighborhood alive in the present, with a mix of pubs, shops, antique stores and restaurants lining its waterfront streets.

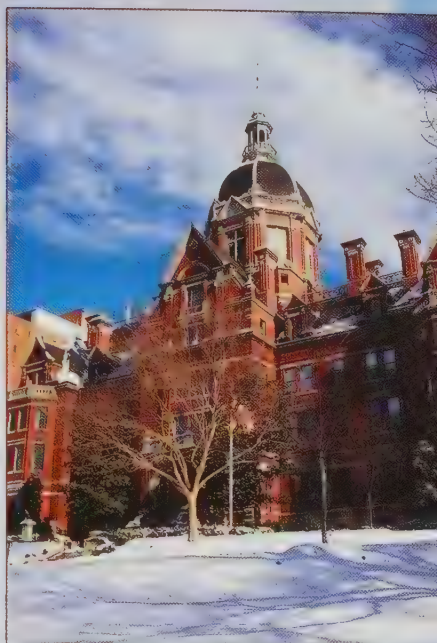


Fells Point

Photo: Sid Traub

CULTURAL INSTITUTIONS

The largest art museum in the state is the Baltimore Museum of Art, with an outstanding permanent collection of 100,000 works of art. In the Mount Vernon section, visitors can enjoy the Walters Art Museum. Numerous interesting specialized museums in Baltimore include the Museum of Industry, Public Works Museum, Civil War Museum, Street Car Museum, Jewish Museum of Maryland, American Visionary Art Museum, National Museum of Dentistry, Great Blacks in Wax Museum, Mount Clare, Homewood House and others.



Johns Hopkins Hospital

Photo: Sid Traub

Of all the famous names associated with Baltimore, the best-known is probably Johns Hopkins. Born in Anne Arundel County in 1795, he made his fortune in the wholesale grocery business in Baltimore. His gift of \$7,000,000 made possible the founding in 1876 of the university and in 1889 of the renowned hospital that bear his name. The university is situated on the 100-acre Homewood campus in north Baltimore, named for the Homewood House built in 1801 by Charles Carroll of Carrollton. A fine example of Georgian architecture, it occupies a prominent place on the campus and houses a distinguished collection of 18th and 19th century furnishings and decorative arts.

Baltimore was blessed with the presence of another great, 19th century philanthropist, George Peabody, merchant and financier, who set a pattern for later philanthropists. He founded the Peabody Institute in 1857, which includes the Peabody Conservatory of Music founded in 1868 and a handsome reference library. The Conservatory was the first endowed music school in the United States. Now part of the Johns Hopkins University, Peabody has an outstanding faculty and attracts students from around the world.



Baltimore Museum of Art

Photo: Sid Traub

ANNAPOLIS



Annapolis

Photo: Sid Traub

Annapolis, the state capital since 1695, is located in Anne Arundel County. This charming town has more surviving colonial buildings than any other place in the United States. Located where the Severn meets the Chesapeake, Annapolis has a wonderful mixture of colonial flavor and seafaring atmosphere. Main Street, Maryland Avenue, and the City Dock area make for delightful shopping, strolling, and dining.



City Dock

Photo: Barbara Traub



Maryland State House

Photo: Sid Traub

The Maryland State House, built 1772-79, is the oldest state capitol building still in daily use, where the State Legislature holds its annual sessions. It also served as the capitol of the 13 original states in 1783-84. George Washington resigned his commission as commander-in-chief of the Continental Army here in 1783, and Congress approved the Treaty of Paris, ending the Revolutionary War, in 1784. Located in the center of the city in State Circle on the highest point in Annapolis, the State House is a registered National Historic Landmark.

Other interesting buildings on State Circle are the Old Treasury, built in 1737, which housed the office that distributed paper money in colonial times and State Treasury offices in the 19th century, and Government House, the residence of Maryland's governors since 1870. Nearby is St. John's College, the third oldest in the United States, founded in 1696 as King William's School and chartered by the State of Maryland in 1784. The William Paca House, Brice House, the Hammond-Harwood House, Chase-Lloyd House and Shiplap House are historically and architecturally significant, 18th century, beautifully preserved buildings within easy walking distance.



Midshipmen Marching Up Main Street

Photo: Middleton Evans

U.S. NAVAL ACADEMY



United States Naval Academy, Annapolis

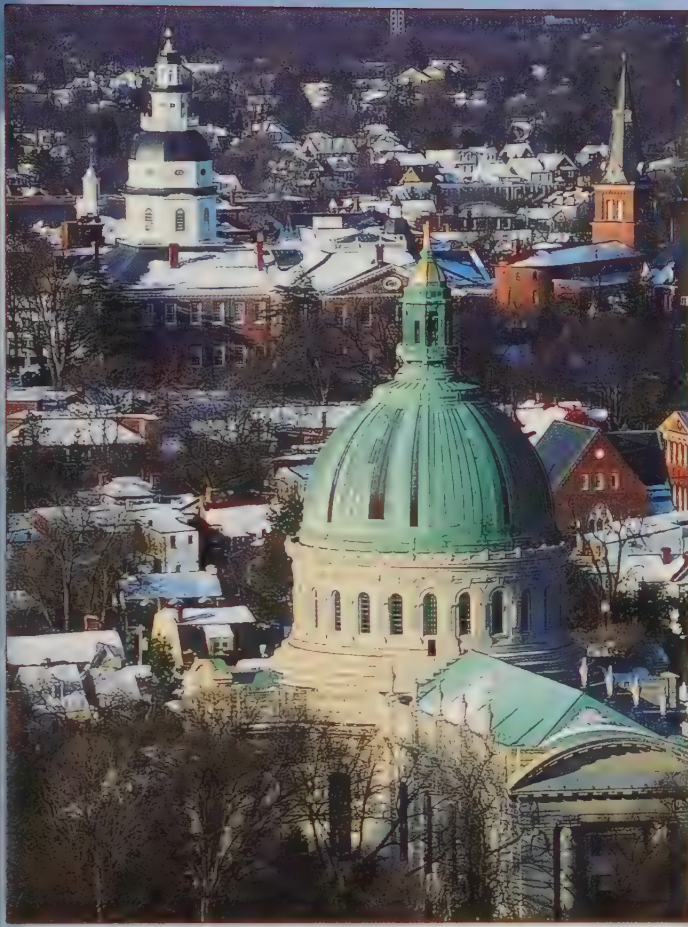
Photo: Middleton EA 1985

In 1845, the United States Naval Academy opened in Annapolis. A National Historic Landmark, the Academy is one of America's oldest military institutions and a testament to Maryland's maritime heritage. Each Wednesday afternoon in spring and fall, midshipmen in full-dress uniform maneuver on the parade ground. Bancroft Hall houses four thousand students and is the largest dormitory in the world.



United States Naval Academy, Annapolis

Photo: Sid Traub



Naval Academy Chapel (Foreground)
Maryland State House (Background)

Photo: Middleton Evans

The Naval Academy Chapel, built in 1905, is non-denominational, with a copper-covered dome 200 feet high. Four large stained-glass windows by Tiffany are memorials to American sea heroes, Farragut, Porter, Sampson and Mason. The remains of John Paul Jones, the Revolutionary War hero, lie in a crypt within the chapel. Jones commanded the *Bonhomme Richard* at the head of a squadron in the North Sea in 1779. After an epic battle with the more powerful British ship, *Serapis*, Jones was called on to surrender, but replied, "I have not yet begun to fight," and three hours later won the battle. He died and was buried in Paris, France, in 1792. After more than 100 years, his grave was discovered, and his remains were transferred here in 1905.

At the United States Naval Academy Museum, weapons, uniforms, photographs, and maps are on display. One of the world's finest collections of model ships can also be found here, honoring the Academy's proud history.



Crypt of John Paul Jones

Photo: David Traub

WASHINGTON, D.C. SUBURBS

The District of Columbia was created by Congress in 1790 from land given by Maryland and is surrounded on three sides by two Maryland counties, Prince George's and Montgomery. The fast-growing suburbs of Washington, sparked largely by the growth of the federal government, include Bethesda, Chevy Chase, Rockville, Gaithersburg, Silver Spring and College Park. The area is dotted with Air Force, Navy, Army and various other government installations and buildings.



Bethesda

Photo: Sam Traub

The Bethesda National Naval Medical Center, built 1939-42 on a 242-acre tract, is the largest U.S. Navy facility for medical care, research and training. The National Institutes of Health in Bethesda is the main medical research unit of the Department of Health and Human Services.

Montgomery County is bordered by the Potomac River. At Great Falls of the Potomac, 15 miles upstream from Washington, the river's waters hurtle down 77 feet through a half-mile of rapids. Great Falls Park, operated by the National Park Service is one of the most scenic areas of Maryland. The C & O Canal and towpath, beginning in Georgetown and running through the county on its way to Cumberland, is a favorite locale for hikers and bicyclists. Barge trips on the canal operate from Georgetown to Great Falls Park.



Great Falls of the Potomac

Photo: Middleton Evans

The Department of Agriculture's Beltsville Agricultural Research Center, a 7,200-acre farm established in 1910 when the area was open country, is the world's most prominent center of agricultural science. Animal sections include cattle, pigs, sheep and poultry, where research is done on diseases, parasites and feed. Various kinds of crops and orchards are grown to develop disease-resistant, better-tasting and more productive vegetables, fruits and grains.

Adjacent to the center is NASA's Goddard Space Flight Center in Greenbelt. Tours may be scheduled with the Visitor Center, which has model rocket launches and presentations that highlight Goddard's contributions to the space program.



Goddard Space Flight Center

Photo: courtesy of NASA

The railroad museum in Bowie is a collection of historic Pennsylvania Railroad buildings dating from the early 1900s, restored by the City of Bowie. Photos and artifacts from the town's early history are displayed. Bowie is located on the main line between Washington and New York, originally the Pennsylvania RR., today's high-speed AMTRAK.



Huntington Railroad Museum

Photo: Bob Rapczynski

The main campus of the University of Maryland is located in College Park. Founded in 1856 as the Maryland Agricultural College, it has become one of America's great universities with 14 colleges and schools encompassing over 100 departments and programs. As members of the Atlantic Coast Conference, the university has a full intercollegiate sports program, competing on the highest level. Nicknamed Terrapins or Terps, after the once-abundant Chesapeake Bay reptiles, its teams have been to "Final Fours", various bowl games and won national championships.



University of Maryland

Photo: Sid Traub

The tasty results of its long-time ice cream research are available in a campus store on U.S. Route 1.

HORSES IN MARYLAND

Maryland has always had a love for horses. In 1720, America's first municipally sponsored horse race was held in Annapolis, where the country's oldest sports organization, the Maryland Jockey Club, was founded in 1743. Many of the first thoroughbreds from England were brought here, forming the basis for the many farms that have made Maryland one of the nation's greatest thoroughbred-breeding states.



Thoroughbred Farm

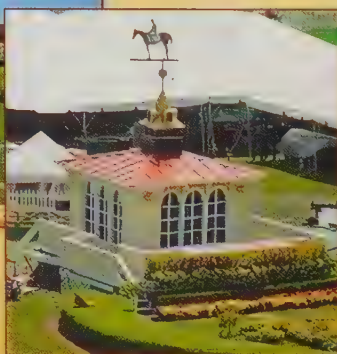
Photo: Sid Traub

The Maryland Jockey Club held its first meeting at Pimlico in October 1870, with 12,000 fans in attendance. The first running of the Preakness, America's oldest continuously-run horse race and the middle jewel of racing's Triple Crown, occurred in 1873. Today, racing is conducted at Pimlico Race Course, in Baltimore, at Laurel Park, midway between Baltimore and Washington, and at Timonium Race Track during the late-summer Maryland State Fair.



Pimlico Race Course

Photo: David Traub



The old members' clubhouse, built for the first racing meet in 1870, burned down in 1966. This replica of the cupola with weathervane is a permanent fixture in the infield at Pimlico.



Steeplechase Racing

Photo: Middleton Evans

Steeplechase racing is also a popular, traditional sport in Maryland. The Maryland Hunt Cup, first run in 1894, is a four-mile, cross-country race over 22 timber fences. The Grand National and My Lady's Manor are the other two of Maryland's major jumping races that are conducted on private estates in northern Baltimore County. Steeplechases are also run occasionally at Fair Hill near Elkton and at Shawan Downs, a fairly new course near Hunt Valley. Steeplechase races rose from competition between various fox hunting clubs and has not changed much since those early days.

Since 1842, annual jousting tournaments have been held in southern Maryland, performed in a modern version of the medieval contests. Riders gallop at full speed and try to spear dangling rings with their lances. In 1962, Maryland named jousting as its official state sport, becoming the first State with a sport officially designated.



Jousting

Photo: W. L. Erzler

MARYLAND SPORTS

Jousting may be the official state sport, but many would argue that lacrosse should have that honor. Early settlers in the northern colonies observed games with sticks and balls being played by various tribes. In 1878 members of the Baltimore Athletic Club watched a game in Rhode Island and brought back sticks and balls, getting lacrosse started in local schools. In 1883, Johns Hopkins University fielded its first team and dominated the sport at the collegiate level for many years. The first girls' team was formed by the Bryn Mawr School in Baltimore in 1926.

Lacrosse has been passed down through the generations; parents put sticks in children's hands as soon as they can walk and teach them how to play. Recreation leagues start with kids as young as

five, and teams are fielded by nearly every school in the state. Of the 200,000 or so playing lacrosse in the U.S. in 2002, about 43,000 lived in Maryland, Washington D.C., and northern Virginia, with the heaviest concentration in metropolitan Baltimore. The Lacrosse Hall of Fame is located on the Johns Hopkins Homewood campus.



Lacrosse

Photo: Middleton Evans

In 1996, Baltimore football fans were delighted to reacquire their own NFL team, the Baltimore Ravens. The Baltimore Colts had left Maryland in 1984, having had a rich history of championships, exciting games, and legendary players like Johnny

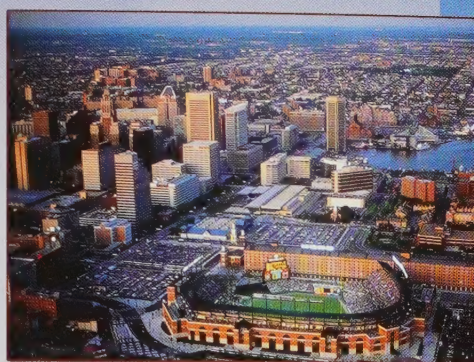


Ravens Stadium

Photo: Sid Traub

Unitas and Lenny Moore. The name for the new team was inspired by *The Raven*, a famous poem by Baltimorean Edgar Allen Poe. Ravens Stadium opened in downtown Baltimore in September of 1998 to full capacity, seating almost 70,000 fans. The 2000 Ravens rewarded their fans with a Super Bowl victory.

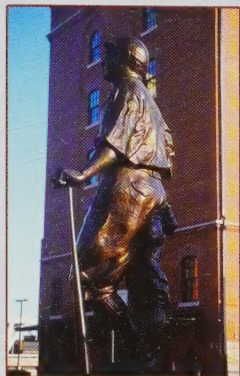
Baltimore's baseball heritage extends far back. George Herman "Babe" Ruth was born in Baltimore and first played for the then-minor-league Orioles. Oriole Park at Camden Yards sits on the site where Ruth's father owned a saloon, and where Babe played ball in the streets. When fans enter Camden Yards, a statue of Babe Ruth greets them. The Babe Ruth Birthplace and Museum on Emory Street houses a fascinating collection of sports memorabilia.



Camden Yards

Photo: Middleton Evans

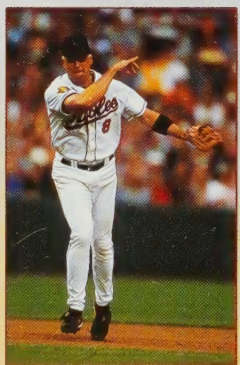
In 1954, the St. Louis Browns moved to town and became the Baltimore Orioles. Under manager Earl Weaver, the 1970s Orioles were one of the greatest teams ever. Its stars included Frank Robinson, Brooks Robinson, and Jim Palmer. The team took World Series crowns in 1966, 1970, and 1983. Memorial Stadium was the home park of the Orioles until 1992, when Oriole Park at Camden Yards opened to huge acclaim. Baseball fans from around the country travel to visit the new "old-fashioned" ballpark, built exclusively for baseball. The park has the feel of an old-time stadium, with natural grass and open stands. The B&O Railroad Warehouse and Camden Station, opened in 1856, are behind the stadium's right and centerfield seats.



Babe Ruth Statue

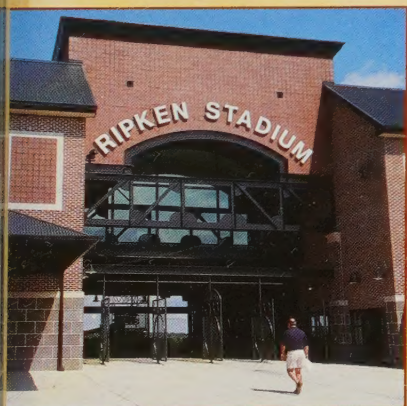
Photo: Sid Traub

Cal Ripken, Jr., baseball's "Iron Man", is truly one of the Oriole greats. Born in Havre de Grace, Ripken made baseball history in 1995 when he played in his 2,131st straight game, thereby breaking the record set by Lou Gehrig. Ripken ended his consecutive-games streak at 2,632 games on September 20, 1998. He won American League MVP awards in 1983 and 1991, and was inducted into the National Baseball Hall of Fame in 2007.



Cal Ripken, Jr.

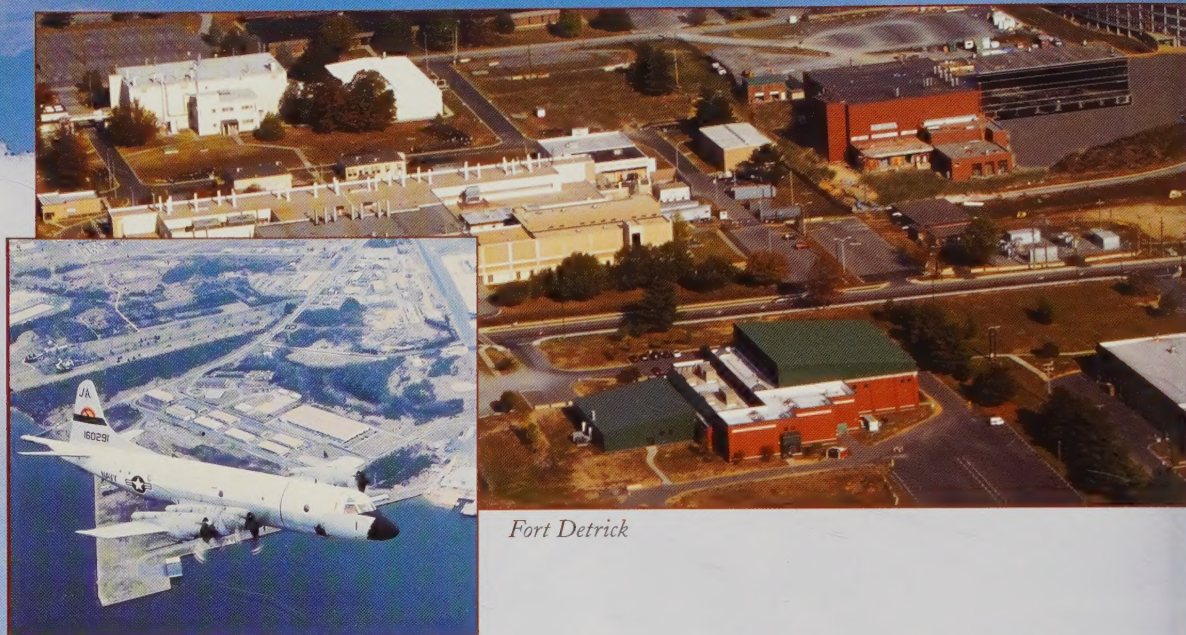
Photo: Bob & Deanna Rinker



Ripken Stadium

Photo: Bob & Deanna Rinker

Cal's dad, Cal Ripken, Sr., manager and long-time coach of the Orioles, resided in and raised the family in Aberdeen. The Ripken Museum, opened in 1996 in Aberdeen's former City Hall, is filled with interesting baseball memorabilia. Ripken Stadium, home of the Aberdeen IronBirds, a Class A affiliate of the Orioles, opened in 2002. It is also the site of the annual Cal Ripken World Series for 12-year-olds, a true world series that attracts teams from many foreign countries.



Fort Detrick

P-3, Naval Air Station Patuxent River
NAS Naval Photo

Important military installations are located in Maryland, including Joint Base Andrews, Fort George G. Meade, the Naval Air Station Patuxent River at Lexington Park in historic Southern Maryland, Fort Detrick in Frederick, the Annapolis Naval Station on the Severn River, and Aberdeen Proving Ground, the nation's oldest proving ground, established in 1917.

Joint Base Andrews, formerly known as Andrews Air Force Base, is the home base of the President's two Air Force One 747 jets (specifically Boeing VC-25A) and is the Pentagon's air link to our worldwide armed forces as well as a key element in the capital's defense.



Aberdeen Proving Ground



Air Force One, Joint Base Andrews

Photo: Roger Miller



Maryland State Flag



Maryland State Seal



Maryland State Flower, Blackeyed Susan

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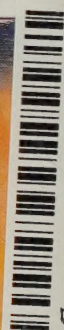
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